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S-E-C-R-E-T

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COUNTRY Albania

REPORT

SUBJECT Tirana and Preze Airfields / Runway
information / Construction
activity at Rinas - Preza /
Observations in Durres and
Vlone areas.

DATE DISTR. 15 January 1958

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REQUIREMENT
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REFERENCES

DATE OF
INFO.

PLACE
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Transmitted herewith is a three-page report on the Tirana and Preze
airfields. A sketch of the Preze airfield and a map of the area are
attached.



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STATE	ARMY	NAVY	AIR	EV	X	FBI	AEC								
(Note: Washington distribution indicated by "X"; Field distribution by "#".)															

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22nd August, 1957.

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AIRMAILAir

ATTACHMENT

De Visu Airfield Information

1. [redacted] the following observations on TIRANA airfield [redacted] on a new runway under construction [redacted] and on two possible landing strips.

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2. TIRANA Airfield

(i) The single runway, running approximately east/west, consists of concrete covered with tarmacadam in an otherwise all-grass field. Its length was estimated at approximately 1,500 yards, confirmation of which may be possible from the time taken for a D.C.3. to cover the runway from a standing start. The aircraft overflowed the far end of the runway on take-off in fifty seconds. It was about fifty yards wide. There was no perimeter track.

(ii) No radar was seen nor any approach lights or flare-path illumination.

(iii) The hangars between the runway and the main road appear to be unfinished and not in use.

(iv) Apart from the D.C.3. of Yugoslav Airlines (J.A.T.), three other D.C.3.'s were counted and two similar aircraft [redacted]

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[redacted] 'slightly larger than a D.C.3., twin-engined (piston), wing roots swept forward, noticeably flat top to tail, tail-plane at fuselage level, undercarriage twin-wheeled and of tricycle pattern'.

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3. Construction at REIMS-PREZLA

Between five and ten minutes after take-off from TIRANA airfield (east to west) the aircraft turned north on course for TITOGRAD, Yugoslavia. In this way the 'airfield' [redacted]

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[redacted] when proceeding southwards by road past the village of PREZLA, was overflown. It was difficult, particularly without knowing the height of the aircraft, which was still climbing, to estimate the

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length of what was clearly an enormous single concrete stretch not surrounded by any airfield as such. [] the width [] approximately 100 yards and the length as between 3,000-4,000 yards. Work appeared to be in progress only at the southern end which was unfinished and gave every appearance of being an extension to the existing runway. The latter still appeared as a new scar on the landscape and a few transport vehicles were parked near the northern end. Midway beside the runway to the east was an open-court type of building with a road leading either way (north and south) which suggested the use of the building for contractors' plant and materials. To the north the road passed the northern tip of the runway and turned west to a series of buildings, again described [] related to the construction work. A rough sketch is attached at Appendix "L" showing these details.

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No aircraft were observed. []

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[] no apparent sign of this 'airfield' from the main road [] the large clouds of dust []

were in fact produced by this construction work in progress.

4. The precise location of the strip has subsequently not proved possible within a matter of some 1,000 yards. []

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[] an extract from this is attached at Appendix "B" (including TIRINA for orientation purposes)

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5. DURRES area

There was no evidence of an airstrip south of the main road in the area [] which is entirely cultivated.

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6. VLONE area

[] south into VLONE, looking west over the flat ground between VLONE and MARTE (MIRA) - the centre of this area, which could be described as 'saltings' [] no evidence of any prepared airstrip was seen.

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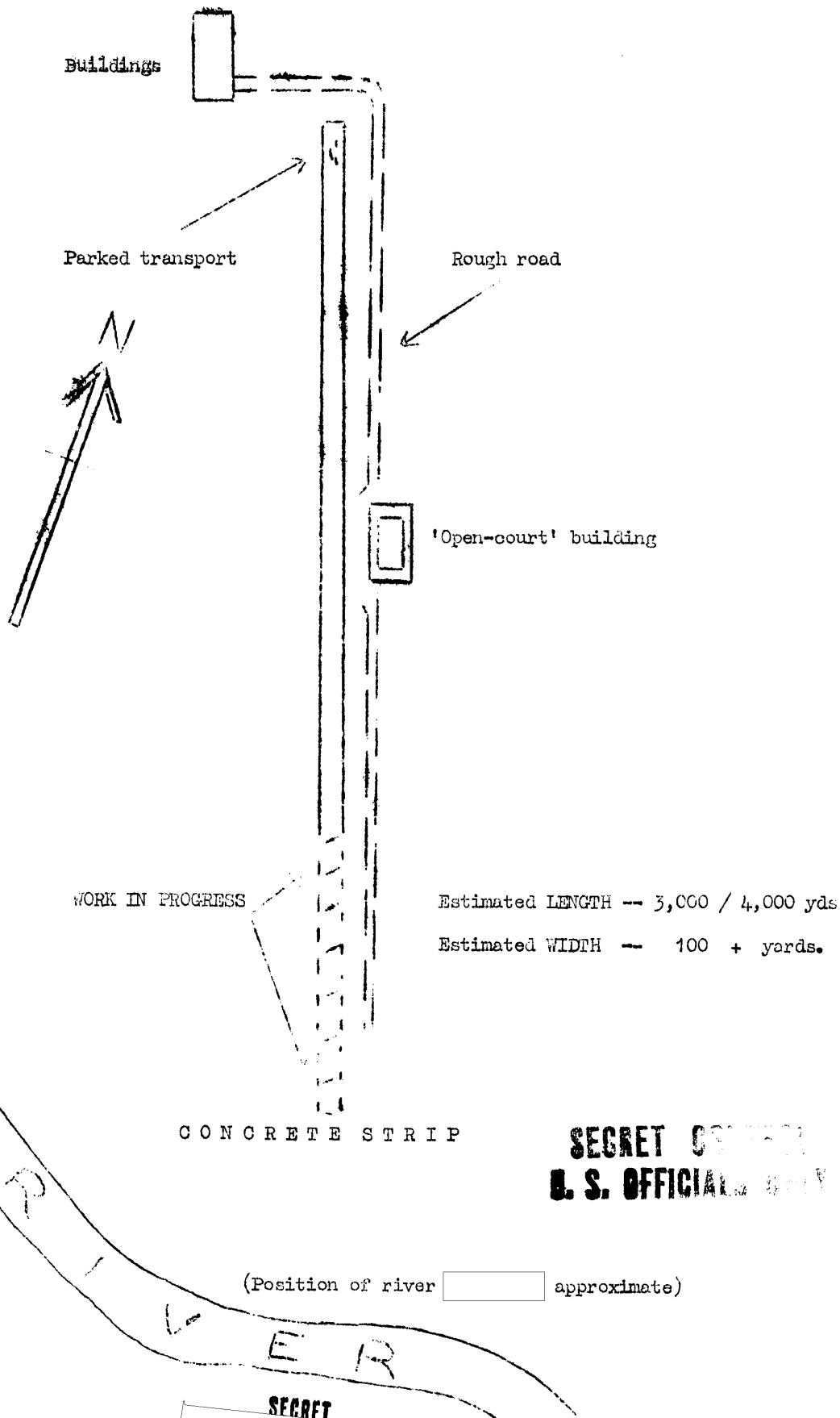
CONSTRUCTION at RINAS - PRESA

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Sketch - NOT TO SCALE.

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FIRST EDITION

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